the Action Taken Report. If this is the attitude to the people of Scheduled Castes, if this is the attitude to the Dalits, I think, it should be a major concern for the entire House. I demand the Government to place the Reports on the Table of the Parliament, along with the Action Taken Reports.

SHRI SITARAM YECHURY (West Bengal): Sir, we all associate ourselves with this.

MR. DEPUTY CHAIRMAN: Yes, ...*(Interruptions)*...

SHRIMATI BRINDA KARAT (West Bengal): Sir, I also associate myself with it.

SHRI PRASANTA CHATTERJEE (West Bengal): Sir, I associate myself with this.

SHRI TIRUCHI SIVA (Tamil Nadu): Sir, I associate myself with this subject.

SHRI VIKRAM VERMA (Madhya Pradesh): Sir, I also associate myself with this.

SHRI RUDRA NARAYAN PANY (Orissa): Sir, I also associate myself with it.

MR. DEPUTY CHAIRMAN: Now, the hon. Minister of Road Transport and Highways to reply to the discussion.

DISCUSSION ON THE WORKING OF THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS (SHRI KAMAL NATH): Thank you very much, Sir. At the onset, I would like to thank all the hon. Members who participated, not only participated in this discussion but also gave some very valuable suggestions. The intensity of participation demonstrates how roads affect the lives of all sections of people, across all States, covering so many districts, and roads have a component, as a trade component, an industrial component and an agricultural component. Roads represent a very important part of our domestic economic stimulus because it is not only employment generation but it also creates highways to betterment and progress. Sir, several valuable suggestions have been made, and I have taken note of most of these valuable suggestions. I was rather surprised, or, I would say, I am also happy that Members have gone into a lot of depth in this, in analysing the problems, which, I thought, I would be saying in my reply, Members have brought it out in their discussions in the points they have made.

Sir, this programme which was launched in the year 1999, the Highway Development Programme, obviously seeks a connectivity across the country. First, the connectivity which was called the Golden Quadrangular; then, to connect the East-West, and then various phases of the programme have come up. Sir, the endeavour now is to step up this programme as much as possible, and I have said that we will be endeavouring in this direction. We have set a target of doing 7000 kilometres per year. Towards this, there is an enormous amount of capacity building which is

required; capacity building both within the NHAI structure, capacity building in technical consultants for preparation of technical feasibility reports of DPRs, capacity building of contractors. But the most important subject, Sir, in building roads is the question of land. One of the problems which we have encountered – and which is across all States; in some States it is more and in some States it is less – that the land acquisition is one of the major causes of delay. Sir, I have taken it up with the Chief Ministers and taken it up with the State Ministers and taking it up at various levels because States are as important stakeholders as anybody. With the land acquisition process confined not only to a district, but would also start at the lower-level, at the official level where it is the Tahsildar or the revenue officer. There, some times, it does not get the political attention. In fact, I would urge and request all Members for support in this, with their various States, to sensitise the State Governments to ensure that the land acquisition is done on a priority.

Sir, as far as the compensation is concerned, some times, there are problems; but, then, largely with the liberal compensation which is paid, with the increase in value of the land on the sides, this gets compensated. The issue is not, I believe a contentious issue, it is 20 metres here and 10 metres there; they are not very big joints of land. So, we have set this target. I am hopeful that we will build our capacity to achieve 7,000 kms. per year, which is about 20 kms. a day. Sir, I would be continuously seeking the cooperation of more State Governments in this regard.

Sir, amongst the points made out by various Members, I will not try and respond to every single point, but just recognise. I do recognise the concerns of Members when they talked of safety; I do recognise the concerns of all Members when they talked of the quality of roads. We are building in to every road programme the issues of safety and the issues of maintenance. Sir, roads are of three types. We are taking on roads which are of BOT toll; we are taking on roads on annuity basis; we are taking on roads which are pure EPC. Last year, there was a view that we should only be doing toll roads. Now, Sir, it is a reality that all roads cannot be tolled. We have to recognise that especially in some States.

As the hon. Members will recognise, who are coming from various States, some roads cannot be tolled. So, we have taken a decision that about 60 per cent of the roads would be tolled roads and the balance 40 per cent of the roads would be non-toll roads. Sir, the objective is that there must be a toll on every road. But, this depends on what the traffic can bear both in the literal sense and in metaphoric sense; and, norms have been set up. Where we will have two lanes with shoulders, I mean 10 metre road, where we will have four lanes, where we will have six lanes and so on and so forth. Sir, certainly we do not want to over-engineer. I would also say that we should not under-engineer. Over-engineering increases the capita! cost, makes the roads non-viable and under-engineering impinge upon the users' concerns of safety.

Members have talked about underpasses, about service roads. So, we are trying to ensure that the engineering of these is absolutely correct. Of course, there would be concerns in every particular road that this is somewhere under-engineered, or, somewhere it is over-engineered. On the other

hand, Sir, where there is just a four-lane traffic, and a projected traffic—we are not just talking of today's traffic, we are going to look at the projected traffic too; where the traffic demand is four lanes, we will go for the four lane road. Where the traffic just demands a 10 metre road, it is roughly two-lane road with shoulders, we will go for two-lane roads with shoulders. Where it is six-lanes, we will go for six-lanes. But, we do not want to look at four-lane roads where there is no traffic because we are trying to do the maximum with the minimum. With the minimum of resources, we are trying to do the maximum. In doing this maximum, we have to make some index and this index is based on traffic volume, on the studies which are carried out. We propose that we will do these studies very diligently. In this year, Sir, there were some issues that bids are received and bids are made and nobody responds to these bids. Sir, it has been a fact because last year 60 projects were bid and we did not receive bids in the 38 of the projects, nobody came to bid for 38 of these and in 7 projects there was only one bidder. So, we have to re-look at these projects where there are no bids. People do not want to bid. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: Let the hon. Minister reply. ...*(Interruptions)*... Please do not disturb him. ...*(Interruptions)*...

SHRI KAMAL NATH: People have concerns on the viability of this. These were BoT roads, toll roads. The toll estimates that we had calculated, which the Government had calculated were not acceptable and there was no viability of these roads. There were certain aspects in the concessionaire agreement, which leads to some kind of reservations by people to bid on this. Sir, in the last two months it has been my endeavour to look at all this. One of the concerns raised by the Members was on the Planning Commission that the Planning Commission does not do this. Sir, let me assure you all that I have not outsourced the Ministry to any other Ministry or to the Planning Commission. ...*(Interruptions)*... Sir, of course, the Planning Commission provides a valuable input and at the end accountability to this House is of this Ministry for the progress. So, the Planning Commission does provide some very valuable inputs, it is for us to assess those inputs and it is for the Ministry not to accept these inputs. The Planning Commission has done many studies and they provided some useful information. There is no one size fits all. Roads in Bihar are very different to the roads in Kerala; the roads in Kerala are very different to the roads in Madhya Pradesh, In Kerala there is an issue of density, One of the biggest challenges in Kerala is land acquisition. The biggest challenge is in Assam and in all the Silchar area we have not able to acquire land because of extremist movements. We have got the plan; we have got the projects. Now, how do we address this; how do we deal with this? You cannot build the roads unless people want, we must be very clear on that. Unless people feel, want, are hungry for the roads, unless the State is hungry for the roads, and want the roads, there cannot be any road, no matter what you have. You may have the resources, you may have good planning but they must be hungry for the roads, they must want the roads. So, there is no one size fixed for all in many issues. So, while I was telling about the Planning Commission, certainly, I have had several discussions with the Planning Commission and we are

converging on many issues where they have their views. In certain areas, they have different views, but at the end of the day, we have to ensure that the roads are built, that we move on because one of the biggest challenges for us in this decade is infrastructure. We can have a good airport, but, unless you have a good road to the airport, that airport will not have all the value. We have a good port; we need to have very good port connectivity. So, what roads really represent is bedrock and the most important ingredient of our infrastructure. Sir, as 1 said that having now set this target, I am very happy to say that this year we will be awarding 15,000 kms. of roads with a value of one lakh crore of rupees. Now, this is triple the length that was awarded when this project was started. I am not making this NDA vs. UPA issue but I am trying to give it in terms of quantum jump we are doing. Of course, when it was started in the beginning it was slow. This is not a bipartisan issue. So, I do not want to frame it as a bipartisan issue. But when it was started the total roads awarded in the first five years was only 5,050 kms. This year alone we will award 15,000 kms, of road length amounting to one lakh crore of rupees. Similarly, next year, we will award another 15,000 kms. because if we are going to do 7,000 kms., we must have three times of the amount of roads, of work in progress to be able to complete 7,000 kms. per year.

So, we are slowly heading towards that target and, as I said that, these roads will be on toll, they will be on annuity, they will be on EPC depending on what financing is available. While we need land to build the roads, we also need money to build roads and the money, should it come from the user, should the maintenance come from the user and should the capita! cost come from the user. These are issues, where over the last ten years, there has been a lot of experience which the Government has gained, where we are able to make some very accurate assessments. Sir, we are going to lay more emphasis on less developed States like Bihar. My friend Mabel Rebello raised the issue of Jharkhand and we have earmarked Rs. 200 crores for the roads in Jharkhand. She raised some specific issues about the Bahari-Ranchi-Jamshedpur road. This is likely to be awarded shortly. The Ranchi-Jamshedpur is not viable. We have got to re-engineer it. We have to re-examine it. What is the alternative mode? Some of the roads are not viable on toll. If we have to move it to annuity or to EPC we would have the funding. We are working this out and now we have worked on work plans. Work Plan 1 relates to this year, it means we need to do all the work to avert contracts next year. We are looking at Work Plan 2. We are going to have a feasibility study. After the feasibility study, we are going to invite a bid. That takes three to four months. A feasibility study takes eight months and after that to convert it into a bid it takes a huge amount of time again. Even works which we expect to commence after two years or three years, the work in this has to start now. What will be the correct alignment, what will be the traffic density, what will be the other issues of local population, what will the right engineering for this? All these issues are being gone into. Sir, where land acquisition is

concerned, we have set up special land acquisition units to expedite land for the NHAI projects. As I said, I seek the support of Members in sensitising their own States in this regard. Sir, the toll issue has been raised by Members here and one of the issues was that MPs are now required to pay toll. Sir, from December of last year, the toll rules has been revised. In deference to the Members' wishes, I will re-examine the toll policy. I will consult the Chairman, Deputy Chairman, Speaker, Deputy Speaker of both Houses and we will take a view on this because some of the Members mentioned that it is not a question of payment. Members are required to stand in a queue and there is a lot of harassment. Some of the Members pointed this out that, 'we do not want this'. The other issue is, what do we do about tolling of two lane roads? So I have decided to review the toll policy that should the toll for a two-lane road be enough for only capital cost, should it be only for maintenance. Certainly, we must have toll for maintenance at least. What about capital cost? Where does the capital cost come from? There are all these issues. I am going to look at the toll policy again and we will look at how we can have a...

DR. BIMAL JALAN (Nominated): Sir, with your permission I would like to make a very small suggestion to the hon. Minister who has given very good reply to all the issues raised, which is about the toll rate. Sir, we must make sure that the toll rate is in round number. It should be Rs. 10, Rs. 20, Rs. 30 so that it is not a question of giving a set of rupees and then getting Rs. 3 back or Rs. 8 back because that takes time. So, if you have a large number of people coming there, you have a problem because there may be service tax, there may be State tax, there may be something else but the problem is on the arithmetic. If you say, instead of Rs. 22 if you make it Rs. 20 the only thing you do is to make a division. If the Centre's share is Rs. 18.20 paise, then, you can give the rest to the State. The short point I am making is that please give instructions for the toll that it should be something which can be done with Rs. 10, Rs. 20, Rs. 30 or Rs. 50 rather than Rs. 52, Rs. 53, Rs. 56 because that requires transaction which takes time. This is a very simple, arithmetical solution to this. As you would know everywhere abroad it is always a round number. There is never this kind of a confused number.

And, the people should be able to use their credit card or debit card or whatever it is. Thank you, Sir.

SHRI KAMAL NATH: I want to thank the hon. Member. It is a good suggestion. Previously, toll was rounded off to the nearest one rupee. Now, it is rounded off to the next five rupees. We will look at how we can round it off to the nearest Rs. 10. Obviously, it is...

SHRIMATI BRINDA KARAT (West Bengal): The suggestion is not to raise it. Don't misunderstand that. You can also bring it down.

SHRI KAMAL NATH: I got your point. We will expedite it so that change is not required to pay. It is fair enough. We will look at it from that point of view. As I said, we are looking at the Toil Policy. Sir, the Toll Policy needs to be looked at for various reasons which the hon. Members have mentioned and for the reason of two lane, for the reason of four lane and also there is a serious concern on bypasses. Sometimes, it is said that the cost of diesef or petrol to use the bypass is less than the toll, because the cost of toll is more. At the same time, the cost of bypass also depends on what kind of bypass it is. So, if we try and use a formula which is based on the capital cost, the cost of bypass may be huge. That is why I appreciate the concerns of the hon. Members on toll. Appreciating those concerns on toll, I will, certainly, look at Toll Policy again. I would look forward to any suggestion that the hon. Members may like to give.

One of the issues raised was, 'why not we look at the World Bank for more financing?' Sir, the Ministry of Finance has indicated the possibility of World Bank's assistance of US $ 2 billion for non-national highways development. There are a large number of such roads. We have the Highways of about 30,000 kms. under the NHAI. There are some with the Ministry. But, then, there are some which are non-NHDP. They don't come under any highway development programme. And, we are going to look at these.

Sir, amongst the new initiatives, I would like to submit that the Ministry has appointed a consultant for preparing a network of expressways for the country aggregating to 15,600 kms. The draft Report is ready. We intend to finalise the network of expressways in consultation with the State Governments. We shall put this on net to know the public response on the expressways. These expressways will be in addition to 1,000 kms. expressways i.e., Baroda-Mumbai, Dhanbad-Kolkata, Chennai-Bangalore and Delhi-Meerut which have already been improved under the NHDP.

Sir, another initiative which we are looking at is renumbering of our National Highways to facilitate easy identification. We have the National Highway No. 4 here and the next National Highway is NH No. 60. So, there is no relation. Similarly, highways on odd and even number must signify whether it is going from East to West or West to East which is done all over the world. So, we are looking at how we can rationalise and renumber our highways which start from the Eastern part of the country or the Northern part so that the highway number itself gives the details. When you look at the map and try to find the National Highway No. 44, you don't know whether it goes from East to West or North to South. We don't know which State to look at. So, at least, we want to make sure that as we move in the numbering of highways, it is done correctly.

Sir, one of the issues raised was roads in the Naxalite areas. It is a very important point. The Government has approved a programme for improvement of 1200 kms. of National Highways and

4,500 kms. of State roads at a cost of Rs. 7,300 crores in Naxal-affected districts in eight States. This includes 534 kms. of National Highways and 41 kms. of State roads. The proposals are being received. Some have already been received. We are going to give this programme an absolute priority. The Ministry, in terms of utilizing funds, has been able to use the entire allocation in 2008-09. In fact, the additional allocation, which came as domestic stimulus, of Rs. 500 crores has also been fully used.

Sir, there has been specific mentions of roads. Hon. Member, Ramgopal Yadavji, had mentioned the Kanpur-Lucknow section. He is right that some part of the road is very poor. This is because of the termination of the contract. Bids for improvement have been received and are under evaluation. We will be awarding this shortly.

The Delhi-Agra road has been a matter of concern. This is already a four-lane road, and bids are being invited for widening it to six lanes.

Hon. Member, Shri Kalraj Mishra, is not here, but he had raised the issues on Hapur-Garhmukteshwar, and on the ring roads to Aligarh, Kanpur and Varanasi. The four-laining and some case feasibility studies are on.

Then, there were issues raised by the hon. Members, Ms. Mabel Rebello, Shrimati Pradhan and Shri Rajniti Prasad. Instead of going into each and specific section, I will respond to these Members separately on the sections that they had named. I am happy that they have brought this to my notice. I will look forward to their continued information to me to inform me because Members of Parliament are sources of good information on the progress and the shortcomings.

In conclusion, I would like to say one specific thing to this House, This year we will build – I hope this will be taken in the spirit that it is not something in the context of UPA versus NDA because road is a thing where every Member of the House is involved – more roads than the total completed by the NDA Government in its five years. Just in one year we will build more roads than what was done in five years when this project commenced. Fine, that was the commencement of the project. What I want to say is that we have improved upon it. Obviously, every year we will be improving. What we are doing this year, we will do more next year. We will do more in the subsequent years. So, every year, you build upon it. But just, as a measure of index, this year alone, we are endeavouring to build more roads than which were built in the entire five years of the NDA Government. Thank you, Sir. *...(Interruptions)...*

MR. DEPUTY CHAIRMAN: One minute please. *...(Interruptions)...*

DR. T. SUBBARAMI REDDY (Andhra Pradesh): I have certain clarifications, Sir. *...(Interruptions)...*

MR. DEPUTY CHAIRMAN: Clarifications! I cannot start the chapter again. *...(Interruptions)...* Okay, only one question.

SHRI KAMAL NATH: Sir, I appreciate his concern. Hon. Member, Dr. T. Subbarami Reddy, had raised certain important issues about dispute resolution, which is, again, a contentious issue, I never meant to evade these issues. I don't know how much time I have. But, Sir, hon. Members, had raised some very important issues relating to road safety, motor transport, security number plates, the Motor Vehicles Act. I have taken note of all these issues. So far as the issue of dispute resolution is concerned, the dispute resolution is one of the major reasons where contractors are finding it unattractive to bid. There is a dispute resolution mechanism. Then, that carries on into litigation over many years. So, construction company's working capital gets blocked in this dispute resolution. So, we are going to look at this to be able to resolve this issue.

DR. T. SUBBARAMI REDDY: Sir, ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: He has already replied to whatever you wanted to ask. ...*(Interruptions)*...

DR. T. SUBBARAMI REDDY: No, Sir, he did not listen to me. In fact, I did not even open my mouth.

MR. DEPUTY CHAIRMAN: Okay, only one question.

DR. T. SUBBARAMI REDDY: It is the question of one or two. This is the House and it is in peoples' interest to. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: No; no, there is time limit also.

DR. T. SUBBARAMI REDDY: Okay, Sir. The hon. Minister has said that the Planning Commission will give inputs, but he need not follow them, as they are only suggestions. I would like to categorically point out that it is not taking place in the real implementation. The clash with the Planning Commission is going on. ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN; No; no, that is not the question. ...*(Interruptions)*...

DR. T. SUBBARAMI REDDY: Sir, my second point is with regard to the Dispute Boards. Already, there is a mechanism in the present system. Whenever there is a dispute, a few experts are there to take a decision on that, but nothing is taking place. The Government should ensure a categorical, practical and positive system within 100 days.

SHRI ARUN SHOURIE (Uttar Pradesh): There is a very important reply that the Minister has given in just three sentences.

First, Shri Kamal Nath was just now saying that the Ministry is accountable to the House and he has rightly said that there has been deterioration in the Kanpur-Lucknow Highway. Sir, I have to travel on it because of the IIT, Kanpur; therefore, I have a suggestion to make. Whenever there is a nature deterioration on a road, which has been completed, maybe as a disincentive to contractors, would the hon. Minister not like to start a practice that every six months or once in a year, he will

report that to the House itself in the form of a written Statement that in such and such segment, on such and such highway, there was a big deterioration and we have taken such and such measures? That is one suggestion. The second is, in regard to the Planning Commission, is it or is it not a fact that the standard contract document, drawn up by the Planning Commission, is one of the deterrents which has slowed up many projects in the infrastructure sector? Would you like to review that or not?

Sir, my third point is, there was a very good precedent in the Pune-Bombay Highway, which was the first highway that was set up in India, in which the Government there had instituted a system of large incentives and very substantial penalties. If you completed the segment before the prescribed time, great incentive was given including publicity and if you failed to do it, then, a very substantial penalty was imposed including publicity that this contractor has failed. Would you consider these for the general programme? ...*(Interruptions)*...

MR. DEPUTY CHAIRMAN: We cannot allow those who have not participated in the discussion to seek clarifications, because, through this route, it will be like participating in the discussion. ..*(Interruptions)*.. No, no, I have not called you, Mr. Darda.

श्री विक्रम वर्मा (मध्य प्रदेश) : उपसभापति जी, माननीय मंत्री से मैं यह निवेदन करना चाहता हूं कि 4 लेन और 6 लेन बहुत बन रहे हैं ...(**व्यवधान**)...

श्री उपसभापति : देखिए, ऐसा नहीं होता। Clarification should be a limited one.

श्री विक्रम वर्मा : इसके साथ सुरक्षा के जो पहलू हैं, उनकी ओर भी हमको ध्यान देना होगा, क्योंकि जैसे-जैसे अच्छे रोड़ चालू हो गए हैं, उसके कारण जरा एक्सीडेंट्स का सर्वे कराएं कि कुल मिलाकर किन रोडों पर क्या स्थिति है? कहीं न कहीं उनमें mechanical defects हैं, engineering defects हैं और कहीं पर बीच में कट वगैरह हैं, उनको ठीक करने की जरूरत है। दूसरा इतने हाइवेज़ पर जो trauma centres वाला मामला है, वे बराबर इफेक्टिव काम नहीं कर रहे हैं, इसलिए इसकी भी मॉनीटरिंग करने की जरूरत है। इसलिए जहां इनकी ज्यादा जरूरत है, वहां इन सेंटर्स को या तो सेंट्रल गवर्नमेंट अपने हाथ में लेकर या स्टेट गवर्नमेंट के साथ मिलकर, उनको इफेक्टिव बनाए, अन्यथा इन एक्सीडेंट्स की संख्या भी बढ़ती रहेगी।

DR. PRABHAKAR KORE (Karnataka): Sir, my specific point is that the first corridor from the South to the North, which is connecting from Chennai to Pune, that is, the National Highway-4, is, still, not completed. There is no land acquisition problem. I don't think there is any problem. Whatever road has been completed, the quality of that road is very, very bad. There is no service road. Will the hon. Minister take note of this?

श्री ललित किशोर चतुर्वेदी (राजस्थान) : उपसभापति जी, मैं मंत्री जी से एक प्रश्न पूछना चाहता हूं।

श्री उपसभापति : देखिए, मिनिस्टर साहब ने कहा है कि जो-जो सदस्य बोले हैं, वे केवल उन्हीं के प्वाइंट्स का रिप्लाई देंगे ...(**व्यवधान**)...

श्री ललित किशोर चतुर्वेदी : सर, केवल एक क्लेरिफिकेशन मांग रहा हूं।

MR. DEPUTY CHAIRMAN: I cannot allow that.

श्री ललित किशोर चतुर्वेदी : सर, केवल एक क्लेरिफिकेशन ...(**व्यवधान**)...

श्री उपसभापति : ठीक है, जल्दी से बता दीजिए।

श्री ललित किशोर चतुर्वेदी : उपसभापति जी, मैं पूछना चाहता हूं कि यह जो आपने सेंट्रल रोड फंड फ्रीज किया हुआ है, उसे कब हटा रहे हैं?

श्री राजनीति प्रसाद (बिहार) : सर, यह जो tol tax है, यह limited period के लिए है या everlasting story है?

SHRI KAMAL NATH : Sir, I am very happy that some Members have raised some points. I will try to reply all of them very briefly. I know that the hon. Minister of Finance is here to take up the Finance Bill, I am very happy that he is here. I hope the hon. Members will make ail efforts in ensuring that he gives adequate funds to this Ministry. Sir, deterioration of roads is one thing; it is a fact. We will try and see how we can bring this for the information of the Members – where roads have deteriorated and where there is a delay. There is a system of a bonus for early completion and penalty for delay. As for the hon. Member's suggestion that we should publicise it so that the public is aware that the construction company or the contractor is causing delay, well, I can only say, we will look into this. I cannot respond to that immediately.

Sir, on Planning Commission and the MCA, the hon. Member is right that there are some issues. In my discussions recently with the Planning Commission, we have agreed on resolving this. I have had very constructive discussions with the Planning Commission. We are resolving some of the issues, which we believe, are deterrents. The hon. Member is right; there are certain things which are deterrent by the investors, by people, by construction company, by concessionaires; and most of these are being resolved. The major issue really is dispute settlement. I propose taking up even with the Finance Minister the issue of how we can find a fast-track method. It is true, it is built in to the Agreement, but still there is enormous litigation. Where the Central Road Fund is concerned, I want to assure the hon. Member that, for Rajasthan, we will release the Central Road Fund from today. Where the question of toll is concerned, the toll is in perpetuity. Now, when we look at the revised toll rules, this is one of the areas we would be happy to look at again. In conclusion, I want to again thank the hon. Members for their participation.

GOVERNMENT BILL

The Finance (No. 2) Bill, 2009

THE MINISTER OF FINANCE (SHRI PRANAB MUKHERJEE): Mr. Deputy Chairman, Sir, with your permission, I beg to move:

That the Bill to give effect to the financial proposals of the Central Government for the financial year 2009-10, as passed by the Lok Sabha, be taken into consideration.

Mr. Deputy Chairman, Sir, at this stage, I would not like to inflict a long speech or introductory observations because, as per the practice, after the Members make their observations, I will respond